MARKETS---FINANCIAL.

GRAIN MARKET SLOW, COTTON MARKET ACTIVE

LIQUIDATION PUTS DOWN PRICE OF STOCKS

Wheat Advices From European Markets Were Depressing. Corn Was Stronger.

COTTON ACTIVITY UNEXPECTED

Liverpool Operator Commenced to "Bull" and Had Whole Lot as Followers.

NEW YORK, March 2.—Barring a slight advance at the outset, domestic wheat markets were somewhat heavy and sluggish early in the week. The initial firmness was, however, too transitory to warrant extended comment. The fractional rise was so plainly brought about by speculative influences as to make it inconsequential, although some allusion was made to unfavorable crop prospects in Russia. Virtually all conservative merchants incline toward the opinion that Russian news has ceused to be a prominent factor, for the time being at least, having been overworked. While it is true that recent advices continues to corroborate former dismal reports restricting famine conditions in that country, it is thought that this feature has been discounted for the moment at least. There is unquestionably a decided full as far as the foreign situation is concerned, but it can by no means be regarded as a closed incident, because it will be revived later on, after the opening of navigation, when large quantities bought to arrive, prompted by the Russian news, will begin to go out.

How Prices Were Affected.

How Prices Were Affected.

The fact that Russia was a fairly liberal contributor in spite of the famine conditions tended to create much skeptleism. The general downward drift was partly attributed to reports of better prospects in India and Argentine. Domestic advices likewise had a tendency to restrict speculative interest, which accounted in some degree for the falling off in the demand and the narrow variations. For one thing, receipts at primary points were fairly large, while the milling demand as well as the export, was disappointing. No doubt this is a matter that may speedly adjust itself, as it is safe to say that winterflour will be taken more freely because of its seeming cheapness. It oppears evident that large professional operators in the West have availed themselves of the opportunity to hammer the market.

Cause of the Late Weakness. How Prices Were Affected.

Cause of the Late Weakness.

Late in the week weakness was still e sailent feature in domestic wheat grkets. This was particularly true the Chicago market, which led in e downward movement, and as a relt the price difference between May New York and Chicago widened to cents, compared with 7 1-2 cents a cek ago. It was not necessary to cek far for an explanation, as it was aimy evident that the unusual difference was brought about by the fact at stocks in Chicago are decidedly avy, being over 15,000,000 bushets, hile in this market stocks are inguificant. As a result, the speculative element in Chicago is quick to numer the market on any signs of enkness. Cause of the Late Weakness.

Nevertheless, conservative merchants there are inclined to the opinion that the difference is wider than warranted, and they predict that it will be materially less in the next month or six weeks. This opinion is based upon the belief, that many markets in the East and West will soon begin to look to Chicago for future requirements, especially after the resumption of lake travigation.

There has been more activity and strength in the cotton markets the yeast week than for several montis. The volume of business has ranged daily from 200,000 to 300,000 bales in this market altre. Liverpool and New Orleans have shown the same degree of activity, although to a lessor extent, especially New Orleans, which is more of a spot market and not one-tifth as broad as the New York market. There has been a steady advancing tendency o prices since the beginning of the week, with the general option list making a maximum advance of 40 to 50 points, and a total advance of 60 to 70 points from the lew level reached early on Wednesday, February 20th, when the bear movement and the liquidation in the March op-

ary 20th, when the bear movement and the liquidation in the March option cuminated.

On that day March sold as low as 9.02, while May went to 9.20, July and August to 9.35, and October to 8.74, Early yesterday March sold as high as 9.72, and May to 9.87, while July and August went to 9.95 and October to 10.18. Prices reacted 8 to 10 points in the late afternoon from that high level on profit-taking sales.

Nature of the Speculation.

Nature of the Speculation.

The strength and activity in the market developed rather unexpectedly. It had its origin on the resumption of builtsh activity by one prominent teader, who has long been the largest operator in the cotton trade here, at Liverpool, or in the South. His decision to take in all the cotton tendered on his holdings of March contracts rather startled the large number of spot dealers and New Orleans and Liverpool operators who had sold it heavily short, or as hedge sales against spot cotton, or on stradde operations between this market and New Orleans and Liverpool. As soon as they heard of this new and strong support to the market, the idea of making heavy tenders on the first notice day for deliveries of cotton on March contracts was changed abruptly. Instead of over 100,000 of such notices being issued out of a total stock of 100,000 bales of certificated cotton at this part, notices for only 50,000 bales were issued, and those who put them out were so eager soon afterwards to get them back that very little cotton was actually tendered. It was this fact which gave the market its sudden upward swing. Nature of the Speculation.

DR. J. SILLS DANIEL BUYS PROPERTY

PALM BEACH, FIA. March 3.—Dr.
J. Sills Daniel, of Richmond, has bought properly in Titusville, on corner of Julia and Palm Streets, long owned by Mr. and Mrs. William M. Brown, of Miami. It includes two houses in centre of town, with extensive grounds, stable, orange and shade trees. Both houses, one of which is large, have all modern conveniences, including electric light and are partly furnished. The doctor will make extensive improvements on the property. He has leased both houses for the summer. Daniel is now at Palm Beach, and will stop at Mism, Nassau, Key West, Havanna and Tamps before starting home.

THE STOCK MARKET OF THE WEEK.

(From the New York Evening Post of Saturday.) STOCK EXCHANGE TRANSACTIONS.

This Lest Lost Two Three week, week, week, week, years ago, years ago, 5,872,159 2,877,609 16,870,009 \$2,883,600 \$64,009 1,329,600 \$2,883,600 \$654,009 \$1,329,600 \$2,883,600 \$654,009 \$1,329,600 \$2,883,600 \$654,009 \$1,329,600 \$2,883,600 \$654,009 \$1,329,600 \$2,883,600 \$654,009 \$1,329,600 \$2,883,600 \$654,009 \$1,329,600 \$654,000 \$2,800 \$2,800 \$2, Shares 41.013,997 62,552,431 50,060,797 21,625,405 Bonds \$71,521,500 \$170,129,000 \$271,636,000 \$120,013,000

THE STOCK MARKET OF THE WEEK.

Railway and Miscellaneous Shares.

The following table shows the week's highest, lowest and closing prices, individual soles and not changes of all securities sold on the New York Stock Exchange this week. High and low where the sold on the New York Stock Exchange this

cek.	High	and low	prices	gre also given for the full year	1906 and	d for 19	77:	
		190		gre also given for the full year Wes			en 2d. Not	į
gh.	Low.	High.	Low. 1234	Allis-Chalmers Co 3,000	High. 14%	Low. 12%	Close, ch.	Ô
7	40	4234		Allis-Chaimers Co., pr 1500	36	34	3416-214	å
81/4	92%	121%			112%	10516	110% - 2%	9
7%	3274	451/4	411/4	Amarican Can, pr. 938 Amer. Car and Foundry. 24,210 Amer. Car and Foundry. 1,700 American Can	45	48	4352- 14	ä
9	981/2	103	10014	Amer, Car and Foun., pr 500	103	10216	103 + %	å
No	sale.	155	67/k	American Can by 920	714	0472	5475- 16	Ñ
144	774	814	602	American Grass Twine 915	634	614	614- 16	ĕ
814	63%	75%	70	American Locomotive 12,560	74	71	72%-1%	
1114	1081/4	1111/2	10014	Amer. Locomotive pr 800	111	1101/2	11094	ĕ
9	1381/2	166	137%	American Smelting200300	143%	137% 114	1381/6 - 65/8	ĝ
614	944	10%	81/2	Amer. Steel Foundry 910	984	814	814 6	
7	12714	13714	12914	American Sugar 16.620	13314	*1301/4	*130% 114	
10	1281/2	131			*1261/2	*1261/4	*1261/2-11/4	ļ
01/	96 8544	1081/4	941/2	American Tobacco, pr. 4,025 Atchison	96	941/2	10134-114	í
01/4	98	10152	9754	Atchison nt 2.750	102%	1011/4 975/a	97% 1%	
744	13114	133%	115	Atlantic Coast Line 6.640	118	115	11624 - 214	
251/4	105%	122	107%	Baltimore and Ohio 40,700	11114	1074	109% - 21/4	
27	91	941/4	The Part 18	Baltimore and Onio, pr 559	301/8	90	50 - 1/8	
27.78 CEAL	5114	83% 56	4814	Brooklyn Rapid Transit 28,900	7214 5114	4834	001% 4 60 1	
994	14616	15714	14314	Chicago, Mil and St. Paulica con	146%	14344	144%- 146	
15	160	10514	150	Chicago, M. and St. P., pr 300	163	161	161 - 3	
09%	89	92%	851/4	C., C., C. and St. L 300	88	87	88 -1	
83%	2914	677/9	42	Colorado Fuel and Iron 46,300	471/4	42	4316-41/4	
7814	6614	6914	65	Chesapeake and Ohio 14.659 Chicago, Mil. and St. Pauli59,909 Chicago, M. and St. P. p. pr 209 C. C. C. and St. L 209 Colorado Fuel and Iron 46.209 Colorado and Southern 6,569 Col. and South, 1st pr 809 Col. and South, 2d pr 509	3514	05	Celle 11	
69	43	551/4		Col. and South., 2d pr 500	55%	56	551/ 11/4	ì
74%	51	78	691/4	Col. and South, 2d pr. 500 Distilling Securities 9,660 Erie	76	74	7514+ 16	ı
60%	38 /4	441/4	327/4	Erie 70.100	85	33	331/2-11/6	ı
83 76%	6914	7536	67	Eric, 1st pr	69%	67 67	67%-3	ı
60	27	41	331/4	International Purps 1800	31%	3314	34% + 114	ļ
92	79	81	771/2	International Pump, pr 970 Louisville and Nashville, 18.750 Missouri Pacific	79%	. 771/2	77% + 216	ļ
661/6	186%	1451/4	1201/2	Louisville and Nashville., 18,750	1321/4	1261/2	70 - 4%	
27.72	851/4	92%	78 83	Norfolk and Western 5.700	8514	78 83	9414-1	ì
4714	12214	141%	127	Norfolk and Western 5,700 Pennsylvania Railroad 180,472	128%	127	12874- 134	ł
6414	43	57	47	Pressed Steel Car 11.340	51	47%	48% - 214	Ĭ
0.5	95	9934	97	Pressed Steel Car, pfd 500 Reading1,840,400	98	97	11514- 5	l
04	112	1891/a 92	88	Reading, 1st pr 300	119%	88	1151/6 5 89 - 2	l
02	90	94	88	Reading, 2d pr 1.300	90	88	90	ł
41%	2234	411/4	321/4	Republic I, and S 13,175	341/4		23 - 12	å
1074	91	2014	95%	Republic I. and S., pr 3,215	98	2314	28 - 77	ŝ
693	60	6414	5114	Reading, 1st pr. 300 Reading, 2d pr. 1,300 Republic I, and S. 13,175 Republic I, and S. 13,175 Rock Island 72,266 Rock Island pr. 5,696 Slow*Sheff 8, and I. 4,200 Southern Pacific 134,500 500 Southern Pacific pr. 590 Southern Railroad 55,60e 55,60e Southern Railroad 7,400 70 Tennessee Cral and Iron 200 200 Union Pacific 520,900 20 Union Pacific pr. 850	5754	5114	55 - 3	ł
9714	6814	77%	66	Slow-Sheff, S. and 1 4,200	68	66	66 - 3	١
971/4	61	961/4	1914	Southern Pacific184,500	921/4	89%	90%- 1%	1
1.016	31%	1181/8	116%	Southern Pacific, pr 500	2614	241/2	11734 1/2	d
103	9324	9414	74	Southern Railroad pr. 7.400	84	74	26% — 1% 78 — 6	١
165	129	162	148	Tennessee Crai and Iron 200	149	CONTRACTOR AND ADDRESS OF		١
55%	1381/2	183	168%	Union Pacific620,900	17214	168%	17014 - 244 90 - 14 92 - 1	d
59%	9154	94	90	Union Pacific, pr	91	90 92	90 - 1/2	ä
94 5934	90%	9474 5214	1714	United Cight Mis., pr 4277	92 52	4916	49%- 1%	d
115	10444	10936	104	U. S. Rubber, 1st pr 2,300	107	10514	108% - %	i
8714	75	781/6	74	United Cigar Mfs., pr. 300 United States Rubber 4,377 U. S. Rubber, 1st pr. 2,300 U. S. Rubber, 2d pr. 600 United States Steel 359,700 United States Steel, pr. 30,400	75%	74%	1071- 14	
5014	32%	50%	1254	United States Steel359,700	10414	10314	43%— 1% 103%— %	
1131/4	95% 31	107%	1033/8	United States Steel, pr 30,400	2417	311/6	331/2-11/4	
11746	104	108	105	VaCar. Chemical, pr 462	1061/2	106	106 - 2	
261/2	18	181/4	1456	VaCar. Chemical	161/4	14%	14% 14	
53%	361/2	381/2	291/2	Wabash, pr 2,700	3114	20	31	
1	Ex-divi	dend.	Total s	saics for the week, 5,802,150 share	9.			ď

BOND MARKET OF THE WEEK.

1907. Sales in High. Low \$1,000. 974. 92 5 American Cotton Oil 445s	High. 924	Low.	Close, ch
9214 92 5 American Cotton Oil 41/48	. 9214		
97% 92 5 American Cotton Oil 4%s	9214		
7914 74 184 American Tobacco fours		The second	921/4+ 1/
The second secon		74	74 - 1
7714 7514 1 American Tobacco fours, reg		751/4	751/4
110% 105% 342 American Tobacco sixes		109	109% - 7
110½ 108½ 20 American Tobacco sixes, reg	. 1085%	10856	108% 17
91 90% 4 Ann Arbor fours	. 90%	90%	1055 17 96% 1
98% 96 105 Atlantic Coast Line fours	981/4	96	96
8914 88 1 Atlantic Coast Line, L. and N. fours	. 88	88	9964_ \$
93% 91% 114 Baltimore and Ohio prior lien 31/28	. 93	9214	9254_ 8
102% 1014 & Baltimore and Ohio gold fours		10114	10114- 1
96 95 2 B. and O., P., L. E. and W. Va. fours	. 95	95	95 - 5
90% 8914 70 B. and O., Southwestern div. 314s	9014	9014	901/4
111 10016 4 Central of Georgia Railway con. fives		109%	10976- 5
65 62% 10 Central of Georgia Railway third stp		62%	6274 4
116 1144 1 Chesapeake and Ohio con, fives		11414	114 1
		1011/2	*10214- 5
		100	100
		95	
1 Colorado Fuel and Iron gen. fives		91	
94% 90% 73 Colorado and Southern fours			8 91 - 1
90 86% 21 Distillers' Securities fives		88	881/2- 1
01 100 25 Louisville and Nashville uni. fours		1001/8	1006+
92 91 8 L. and N., So. Monon jt. fours	. 911/4	91	91 3
98 97 2 Louisville and Nashville col. tr. fours	. 97%	9734	9774
11314 11314 3 L. and N., N., Fl. and Sh. first fives	. 1131/2	11314	1131/2 1 721/4+ 1
721/2 721/2 1 Louisville and Nashville, St. L. sec. three	s 7214	721/2	7216+ 1
124 1214 1 Mobile and Ohio new sixes		123	
120 1291/4 1 Norfolk and Western gen. sixes	. 130	130	130 + 1
99% 97% 4 Norfolk and Western con. fours		US	28 4
911/6 891/2 40 N. and W., Pac. C. and C. fours	. 91	9016	91 + 1
10014 9514 72 Pennsylvania Railroad c. 31/28, 1912	95%	9517	95%
95 92% 368 Pennsylvania Railroad 3%s, 1915		921/2	921/2- 7
113 1114 1 Richmond and Danville con. sixes		113	113"+ 3
106 106 3 Seaboard and Roanoke fives	100	106	106 - 2
824 794 7 Seaboard Air Line fours		7931	79% 1
1004 994 2 Seaboard Air Line fives		9934	9934 1
		11012	
		115	115 —
115 8 Southern Rallway, Mem. div. four-fives	115		11014- 115 - 92 +
94 92 1 Southern Rallway, M. and O. div. fours	92	92	92 +
9514 94 3 T. C. and I. gen. fiveg	94%	941/6	100%
102 100% 133 Union Pacific first fours		10034	1001/2-
83 3 Union Railway of San Francisco fours		81	81 — 1 981/4—
99 971/4 880 United States Steel fives	98%	9814	
9914 97% 1 United States Steel s. f. fives, reg	98%	95%	98%- 1
99 9814 31 Virginia-Carolina Chemical fives	99	9814	981/
98 95 15 Virginia I., C. and C. fives	90	95%	95%-
		FOR THE NAME OF THE	CHARLES THE WAY
	00 IInite	distate	
*Ex-interest. Total sales for the week, including \$395,0 government bonds, were \$8,800,000.	00 Unite	d State	s and other

been hounded by detectives and secret service people, and consider myself safer in a small country town than I would be in a city. I intend to remain here until my suit for divorce from United States. Senator Thomas C. Platt has been settled, and then I will go West, probably to some point in North Dakota, where I will establish myself in the practice of law."

Colon is typical of many villages in picturesque Southern Michigan, Quiet and dead in winter, it is teeming with life in the summer months, being the centre of a district in which are seven beautiful lakes, all of them popular as resorts and fishing places. During the vacation period hundreds of people from Chicago. St. Louis, Cincinnati and other large Middle West cities gather here, and "things look up a bit," as the people and tradesmen say.

The events of Miss Wood's life that have received so much attention followed in quick succession. Her alleged marriage with Senator Platt in the Fitth Avenue Hotel on November 9, 1901, the sensational breach-of-promise scandal in 1903, and last, but not least, her filling of a bill for divorce on December 27, 1903. After what she torms a strenuous five years Miss Wood is back in the quiet and seclusion of her hative town. She lives at the country hotel, nessing the time reading, writing ridder in the farms of anusement.

Miss Wood said to-deu; "I feel that I have been misrepresented, abused and budly irected in this affair, and my only nurnose in fighting Mr. Platt is the vindication of my character. I consider it ne hance te me ar my faments.

MAE WOOD SHRINKS
FROM THESLEUTHS

In Seclusion of Colon, Mich., Till
Case Against Senator Platt
Is Settled.

KALAMAZOO, MICH., March
"Why do I make Colon, Mich., my home?" said Miss Mae C, Wood to-day, "Because for the last five years I have been hounded by detectives and secret service people, and consider myself safer in a small country town than I would be in a city. I intend to remain here until my suit for divorce from United States. Senator Thomas C. Platt has been settled, and then I will go West, probably to some point in North Dakota, where I will establish myself in the practice of I law"
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PRECIDENT'S CON ARCHIE

PRESIDENT'S SON ARCHIE STRICKEN WITH DIPHTHERIA

WASHINGTON, D. C., March 3,resident Roosevelt's young son Archihas diphtheria, but it is said that he is not seriously ill. The patient has been isolated in the southeast room of the White House, and a strict quar-antine is being maintained.



311 Broad Street.

l'eople Want Large Dividends and Are Selling High-Priced Securities.

HARRIMAN LET CAT OUT OF BAG

Says He Disposed of His High Securities So That He Could Get More Interest.

NEW YORK, March 3.—Plain evidence that the stock market is being liquidated was again given last week. Prices have fallen 15 points since January, and a shrinkage in values, mounting up in the hundreds of millions, has taken place. The selling comes mainly taken place. The selling comes mainly from well-to-do people who are now accepting quotations the lowest since last

Trees have fallen is points since James and a shrinkage in voltage, mountained a shrinkage in the shrinkage of the shrink

Church Hill News.

Mr. Cralle's Stables, Stored With
Furniture, All Destroyed.
BLACKSTONE, VA., March 3.—About 2 o'clock this afternoon, with the wind howling and whistling a mighty March gale, the fire belis began to ring, and Blackstone was in a hustle to locate the fire. It was discovered to be in the west end of the town, and the barns and stables of Mr. Truly Cralle were in full blaze when the first alarm was given in. The stables being very near the dwelling, made the situation very dangerous, and caused considerable alarm for the safety of a large part of the residential section of the town.

The fact that the wind was blowing the fire away from the dwelling-house of Mr. Cralle, and the prompt arrival and efficient service of the Blackstone fire department, in a short time made it certain that beyond the destruction of the buildings already after there would be no further damage. Blackstone may well be proud of the valiant and heroic service rendered by the young men of the town, who are members of the fire department.

In the buildings which were destroyed was a large quantity of provender, and, in addition, a very large quantity of furniture belonging to Mr. Gillam Anderson, was destroyed. Mr. Anderson has until during the past week been running the Central Hotel here, but owing to the fact that Mr. R. B. Spencer, the owner of that property, has been pulling the building down preparatory to erecting a land-some brick nullding in its place, Mr. Anderson was compelled to move out, and has stored a large part of his hotel furniture in the barns of Mr. Cralle, which were destroyed. The loss in all is estimated as bout one thousand dollers, with no insurance. Church Hill News.

The movement for a Church Hill baseball league, which has been on foot for the past week or two, now begins to assume definite shape. As soon as practicable a meeting of the projectors of the movement will be held, at which time the teams to compose the league will be selected, a schedule adopted and other arrangements perfected. All teams now being organized desiring representation in the Church Hill fastball league should communicate with the Church Hill correspondent of The Times-Dispatch, No. 2430 Venable Street.

The prospect for one of the most successful seasons in the bas ball world is particularly bright on Church Hill fils year. A number of teams are now being organized, and it is safe to predict that the East End will be heard from before the season of 1997 closes. There is some talk of reorganizing the old Church Hill Stars. The team several years ago was considered the strongest aggregation of ballologists in the city.

The home of Mr. and Mrs. William M. Harmon, on Oakwood Avenue, was the scene Thursday evening of a delightful surprise party, tendered Mr. and Mrs. Harmou by a number of their friends. Those present were Misses Rosa Baker, Alma Baker, Mary Johnston, Fannie Johnston, Dora Starke, Jennie Starke, Mattle Terry, Mary Britton, Clura Dew. Sarah Harris, Clera Cgimes; Messrs, Charles Hilliard, William Handmock, William Wright, Wilbur Mallory, Joseph Beaugard, Samuel Clements, Herbert Vaughan, Joseph Robertson, William Baker, Mr, and Mrs. Charles M. Chidress and Mr. and Mrs. William M. Harmon.

Rev. Kenueth Mears, pastor of Haskar

The Valentine Museum TWELFTH AND CLAY STREETS.
Open daily from 9 A. M. to 5 P. M. Admission, 25 cants. From an Spinstary.

Memorial Methodist Church, has returned from a business trip to Norfolk, Va.

Miss Katle Price, who was recently called to Norfolk on account of the serious lliness of her mother, has returned to the city. The little daughter of Mr. and Mrs. Percy Walke is very sick.

Mrs. J. W. Fassett, of North Twenty-key-onth Street, is very ill at the Virginia Hospital.

Auction Sales-This Day.

High Constable's Sale,

I will sell, by public auction, on MON-DAY, the 4th day of March, 1907, 3 o'clock P. M., at my warehouse, No. 1806, East Franklin, the following property, to satisfy executions and distress warrants in my hands; One lot of Lumber—about 1,000 feet—heart pine boards and scant-lings; also, a lot of Household Furni-ture—Bureaus, Washstands, Wardrobes, Buffets, Chairs, Lounges, Carpets, Cur-tains, etc. TERMS: Cash.

W. H. WYATT, Jr., H. C. C. R.

Auction Sales—Future Days

TRUSTERS SALE TWO STORY FRAME DWELLING, NO. 208 WEST BAKER STREET. WEDNESDAY, MARCH, 6, 1907, 5 O'CLOCK P. M.

WEDNESDAY, MARCH 6, 1907,
5 O'CLOCK P. M.

By virtue of deed of trust dated September 4, 1899, executed to the undersigned trustees, and recorded in Chancery Court of the City of Richmond, D. B. 167 B., page 80, to secure certain sum of money therein described; and default having been made, and being required by the beneficiary so to do, we will proceed to sell on the above day and date, on the premises, the property described in said deed:

Being a lot with improvements thereon (two story frame dwelling with four rooms), in Duval's Addition, fronting on the north side of Baker Street, between St. Paul and St. Peter Streets, 21 feet, with a depth of 148 feet.

TERMS: Cash as to the expenses of executing this trust and all taxes, and charges due and unpaid, and the sum of \$203.25, balance due on said obligation, and the sum of \$203.25, balance due on send obligation, and the property deed on the property security of \$11.05 and balance in 6 and 13 months with interest, secured by trust deed on the property STRAUS.

W. J. WESTWOOD.

J. THOMPSON BROWN,
Trustees.

A museuments

Amusements.

ACADEMY, Monday, March 4th, MATINEE AND NIGHT. LEW DOCKSTADER

AND HIS GREAT MINSTRELS.

Academy, Tues. and Wed., Mch. 5-6 SPECIAL MATINEE WEDNESDAY, HENRY W. SAVAGE OFFERS

The College Widow

By George Ade.
PRICES: Matinee, 25c to \$1.00; Night, 50c to \$1.50.

Bostock's Wild Animal Arena

M'me. Morelli, Queen of Jaguars and her trained Bl-Hybrid. The Teddy Bears in new acts, and other new feasures all this week. Two performances daily, 2:30 and 8:30. Admission, 10 and 25 cents.

THE ONE-LEGGED WONDER.

Performing feats of dazzling brilliancy on skates and bicycles, including his Trick ('Cycling and Shooting Act, simultaneously breaking one, two and three clay pigeons with rifle while riding at tuil speed. Wednesday, Thursday, Friday Nights.

KILPATRICK VS. BRENT.
in one mile races. New pictures. Admission, 10c.

New York, February 20, 1907.

The annual meeting of the stockholders of the Washington and New Orleans Telegraph Company will be held at the Executive Office of the Company, room No. 60, No. 195 Broadway, in the City of New York, N. Y., on Wednesday, March 6, 1907, at 2 o'clock P. M., for the election of Directors and Officers and for the transaction of such other business as may come before the meeting. At the meeting action will be taken upon the question of renewing the lease which expired on July 7, 1906, under which this Company leased its lines and property to the Western Union Telegraph Company.

A. R. BREWER, Secretary.

and in pursuance of a resolution the Board of Directors, dated Fel ruary 26, 1907.

M. A. CHAMBERS, Secretary, Richmond, Va., Tobruary 27, 1907.

Notice.

NOTICE.

Steamboats.

BOSTON, MASS, and PROVIDENCE, R. I. Steamers leave Norfolk for Hoston Tuesday, Wednesday, Friday and Sunday, Periodence, Monday, Thursday and Saturday at 6 P. M. Passengers and freight taken for all New England Points, Tickets on sale at C. & G. B.y. and N. & W. By, offices, and No. \$19 East Main.

Clyde Steamship Co

Railroads.

R.F. & P. FREDERICKSBURG FOTOMAC R. TRAINS LEAVE BIGHMOND - NORTH-WARD.

TRAINS LEAVE RICHMOND - NORTH
5:20 A. M.—Daily—Byrd St. Through.

6:56 A. M.—Daily—Main B. Through.

7:05 A. M.—Daily—Main B. Through.

7:05 A. M.—Except Monday — Byrd St.

7:05 A. M.—Week Days—Elba. Ashland

8:40 A. M.—Daily—Byrd St. Through.

1:06 D. M.—Week Days—Byrd St. Through.

1:07 D. M.—Week Days—Byrd St. Freder'

6:20 P. M.—Week Days—Elba. Ashland

Accommodation.

8:20 P. M.—Daily—Myrd St. Through.

6:40 A. M.—Week Days—Elba. Ashland

Accommodation.

8:20 A. M.—Daily—Byrd St. Through.

1:06 A. M.—Week Days—Byrd St. Freder
WARD.

6:40 A. M.—Week Days—Elba. Ashland

Accommodation.

1:50 A. M.—Daily—Byrd St. Through.

1:50 A. M.—Daily—Hyrd St. Through.

1:50 A. M.—Daily—Main St. Through.

6:40 P. M.—Daily—Hyrd St. Through.

6:40 P. M.—Daily—Hyrd St. Through.

6:40 P. M.—Daily—Hyrd St. Through.

6:40 P. M.—Daily—Main St. Through.

6:40 P. M.—Daily—Main St. Through.

8:40 P. M.—Daily—Main St. Through.

8:40 P. M.—Daily—Main St. Through.

10:40 P. M.—Daily—Main St. Through.

All Pullman Cars.

10:40 P. M.—Daily—Main St. Through.

All Pullman Steeping or Parlor Carson

on all above trains, except trains arriving

Richmond Int50 A. M. week days, and local

accommodations.

Through accommodation.

Asst. to Prest. Gen'l Supt. Trail Mgr.

Southern Railway.

Southern Railway.

Southern Railway.

N. B.—Following schedule figures published only as information, and are not guaranteed. 7:00 A. M.—Dally—Local for Charlotte. 11:15 A. M.—Dally—Limited — Buffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chase City, Oxford, Durham, and Releigh.

Chase City, Oxford, Durham, and Releigh,
6:00 P. M.—Ex. Sunday—Keysville Local.
11:30 P. M.—Dally—Limited Pullman ready
9:30 P. M., for all the South.
YORK RIVER LINE.
4:30 P. M.—Ex. Sunday—No. 16—To West
Point—Connecting for Baltimore Mesdays, Wednesdays, and Fridays.
2:15 P. M.—Mondays, Wednesdays and Fridnys—No. 10—Local to West Point.
4:45 A. M.—Ex. Sunday—No. 74—Local to
West Point.
TRAINS ARRIVE RICHMOND.
6:30 A. M., 8:15 P. M.—From all the South.

6:30 A. M., 8:15 P. M.—From all the South.
3:50 P. M.—From Charlotte, Raleigh, Dursham, Chase City, and Local Stations.
8:40 A. M.—From Keysville and Local Stations.
9:15 A. M.—No. 15—From Baltimore and West Point.
10:45 A. M.—No. 9—Wednesdays and Fridays. West Policy of the Control of the Co

Local Stations.
C. W. WESTBURY, D. P. A.,
920 E Main St., Richmond, Va.
C. H. ACKERT, S. H. HARDWICK.
V.-P. and Gen. Mgr. Pass. Traf. Mgr.
W. H. TAYLOE. G. P. A.,
Washingtor, D. C.

Chesapeake & Ohio Railway

CINCINNATI, INDIANAPOLIS, ST. LOUIS, CHICAGO, LOUISVILLE, NASH-VILLE, MEMPHIS, 2:15 P. M. daily and 11:00 P. M. daily, except Saturday; 11:45 P. M. Saturdays, WESTBOUND LOCAL TRAINS.
7:25 A. M. and 5:15 P. M. week days.
NEWPORT NEWS, NORFOLK AND OLD POINT.
9:00 A. M. and 4:00 P. — daily, LOCAL FOR NEWPORT NEWS AND OLD FOINT.
7:35 A. M. and 5:00 P. M. daily.

POINT.

7:35 A. M. and 6:00 P. M. daily.

JAMES RIVER LINES.

10:20 A. M. daily; 5:15 P. M. week days.
Arrive Main Line from West: 77:30 A. M.,
*8:30 A. M., *3:45 P. M., *7:45 P. M. From
East: *10:05 A. M., *21:45 A. M., *7:00 P. M.,
*3:00 P. M. James River: **8:40 A. M.,
*6:55 P. M. *Daily, **Except Sunday.

ACADEMY OF MUSIC, MARCH 16.

A. R. BREWER, Secretary.

ANNUAL MEETING OF STOCKHOLDERS.—Notice is hereby given that
there will be a special meeting of
the Stockholders of the VIRGINIA
STATE FAIR ASSOCIATION, INCORPORATED, on MARCH 15, 1907, at 3
o'clock P. M., at Murphy's Hotel.
Richmond, Va., for the purpose of
electing officers for the ensuing
year, and for the transaction of any
and ail other business that might
properly be considered at an annual
meeting of the stockholders.
This meeting is held in accordance
with the by-laws of the Association,
and in pursuance of a resolution of

NOTICE.

In accoordance with a resolution of the Board of Directors of The State Bank of Virginia made on the 21st day of February, 1907, and pursuant to a resolution of the shareholders of said Bank made the 12th day of February, 1907, a call is hereby made and notice is hereby given for a general meeting of the shareholders of The State Bank of Virginia to be held on Tuesday, the 2d day of April, 1907, in its banking house. No. 1111 East Main Street, in the City of Richmond, Va.7at 12 o'clock M., to consider and set upon the subject of the conversion of this Bank into a National Banking Association and if deemed expedient and for the best interests of the Bank and of the shareholders, to authorize the Board of Directors to take all proper steps for that purpose; and for the consideration of any other matters that may come before said meeting.

By order of the Board of Directors, JNO. S. ELLETT, President.

WM. M. HILL, Cashier.

Merchants and Miners

Transportation Co's.

PHILADELP LA.

RICHMOND AND NORPOLK-LINE.

Freight received and delivered daily at C.

& C. Ry. Co.'s Depot, Seventeenth and Broad
Strees. H. K. WOODFIN, Soliciting Agent,
Chiefe Line Wharf, 'Phone 214.

ONLY ALL-RAIL LINE TO NORFOLK Leave Byrd St. Station, Richmond, Daily, In Effect Jan. 6, 1907.

FOR NORFOLK: *0:00 A. M., *3:00 P. M., 6:00 P M. M., 5:00 P M.

FOR LYNCHBURG, the WEST and the SOUTHWEST: 5:00 A. M., 12:10 noon, 5:30 P. M. Pullnian, Parior and Sleeping Cars. Cafe Dining Cars. Trains arrive daily from Norfolk *11:40 A. M., *6:50 P. M. From the West. 7:25 A. M., 2:05 P. M., 8:50 P. M. Office, 8:38 P. Main St. *Flyer: 2 hours, 28 minutes.

Seaboard Air Line Railway. SOUTHBOUND TRAINS SCHEDULED TO LEAVE RICHMOND DAILY:

LEAPE RICHMOND DAILY:

9:10 A. M.—Local to Norlina, Raieigh,
Charlotte, Wilmington. 2:20 P. M.—Sleepers
and coaches, Savannah, Jackonoville and
Floridia Points. 8:43 P. M.—Solid Pullman
rain to St. Augustine, 10:50 P. M.—Sleepers
and coaches, Atlants, Birmingham, Momphis, Savannah, Jacksonville and Southwest,
NORTHHOUND TRAINS SCHEDULED TO ARRIVE RICHMOND DAILY

Richmond and Petersburg Electric Railway

Cars leave corner of Seventh and Perry litreets, Manchester, every hour (on the hour) from 8 A. M. to 10 P. M. Last car 12 midnight, Limited car, 5:45 P. M. daily, except Sunday.

Cars leave Petersburg, foot of Sycamore Street, every hour from 6:38 A. M. to 19:35 P. M. Last car, 11:40 P. M.; Limited car, 7:16 A. M. daily, except Sunday.

All cars from Petersburg connecting Richmond cars.

Steamboats.

OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk.

Leave Richmond every evening (foot Ash Street) at 7 P. M., stopping at Newport News en route. Fare, \$2,50 one way; \$1.5 round trip, including statement berth; meals, 50c each. Street cars to steamer's where. FOR NEW YORK.

Via Night Line Steamers (except Saturday) making connection in Nortolk with Main Line Ship following day at 7 P. M.; also Norfolk and Western Ry. at 5 A. M. and 7 P. M.; and Chesspeake and Oho Ry. at 2 A. M. and 4.00 P. M., making connection failly (except Sunday) at Norfolk with Main Line Shins sailing 7 P. M. Tickets, 168 E. Main Street, Richmond Transfer Co., 13 L. Main Street, The Jefferson, Murphy's Hotel.

Virginia Navigation Co.'s JAMES RIVER DAY LINE.

STEAMER MOHJACK LEAVER
FROM OLD DOMINION WHARF
MONDAY, WEDNESDAY AND FRIMONDAY, WEDNESDAY AND FRIMONDAY, WEDNESDAY AND FRIMONDAY, WEDNESDAY AND FRIMONDAY, WEDNESDAY AND FRIMONDAY AT T A. M. for Norfolk, Portsmouth, Old Point, Newport News. Claremout and James River landings, connecting
at Old Point for Washington, Baltimore and
the North. Staterooms reserved for the
night at moderate prices. Electric care
direct to the wharf. Fare, \$1.50 and \$1.
Norfolk. Tarough Excursion Tickets on sale
at Richmond Transfer Co., \$13 E. Main
Street, Sox E. Main Street, or on wharfs.
Freight received for above-named places
and all points in Bastern Virginia, Norts
Carolina and the Esst.

JOHN F. MAYER, Agent.
IRVIN WEISIGER, Gen'l Mgr.

The Confederate Museum OPEN 10 A M. TO 1 P. M.